*BY ORDER OF THE COMMANDER*
*AIR COMBAT COMMAND*

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*AIR COMBAT COMMAND*
*Supplement 1*
*(Includes HQ ACC/DO*
*IC 00-01, 171638Z July 2000)*

*29 MAR 2000*

*Flying Operations*

*GENERAL FLIGHT RULES*

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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OPR: HQ ACC/DOTV
(Maj Joseph S. Speckhart)
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**AFI 11-202V3, 1 June 1998, is supplemented as follows.** If guidance in this supplement conflicts with an AFI 11-2MDS-Specific volumes, use the more restrictive guidance unless otherwise noted. This instruction applies to Air Combat Command (ACC) and ACC oversighted Air Force Reserve Command (AFRC) and Air National Guard units when listed in AFRCIND 2 and ANGIND 2, respectively, unless specifically exempted. This publication applies to members of other commands, direct reporting units (DRUs), and field operating agencies (FOA) (assigned and attached) when performing crew duties in ACC/ACC-gained/oversighted aircraft. Send comments and suggested improvements to this supplement on AF Form 847, **Recommendation for Change of Publication**, through channels, to HQ ACC/DOTV, 205 Dodd Blvd, Suite 101, Langley AFB VA 23665-2789.

## *SUMMARY OF REVISIONS*

IC 00-01 replaces paragraphs **5.9.5.1.** through 5.9.5.5 with new guidance for night operations. HQ ACC/DO office symbols were updated to reflect office symbols currently in use. See the last attachment of this supplement for the complete IC 00-01. A bar (|) indicates revision from the previous edition.

1.3.3.3. (ACC/AFRC/ANG) Waivers to AFI 11-202V3 are listed in this supplement under the applicable paragraphs of 2.6, Equipment Required for Flight; **5.6.**, Communications in Flight; 5.7, Aircraft Speed; 5.8, Alternate Navigation Procedures; 5.14, Simulated Emergency Flight Procedures; 5.17, Aircraft Lighting; 6.4, Oxygen Requirements; 7.3, Flight Operations Under VFR; **8.4.**, When an Alternate is Required; and **8.5.**, Selecting an Alternate.

1.4.3.2. (ACC/AFRC/ANG) Forward investigation results to HQ ACC/DOR IAW AFI 13-201, *Air Force Airspace Management*.

2.1. (ACC/AFRC/ANG). Reference the following bullets:

**8th bullet, Takeoff and Landing Restrictions.** For all ACC/ACC-gained/oversighted Fighter/Attack/Companion Trainer Program (CTP) aircraft, the following apply:

- Additional weather minimums in **8.15.** of this supplement apply.
- Minimum runway width for takeoff and landing is 75 feet.
- Tail hook equipped aircraft will takeoff towards a compatible arresting system when the minimum go or continuation speed exceeds maximum abort speed for dual engine aircraft or takeoff speed exceeds refusal speed for single engine aircraft.
- Rolling takeoffs are authorized if approved by the operations group commander (OG/CC). If authorized, units will establish procedures for rolling takeoffs and include them in the unit's local procedures supplement to AFI 11-2MDS-SpecificV3.
- Except in an emergency, ACC/ACC-gained/oversighted Fighter/Attack/CTP aircraft will not land at a preplanned destination when computed landing roll (to include wet, icy or tailwind conditions) exceeds 80% of the available runway, regardless of arresting gear availability. The OG/CC or deployed commander must approve all exceptions. For ANG units, the air operations officer, OG/CC or higher is the approving authority.
- Tail hook-equipped aircraft landing at preplanned destinations or preplanned alternate airfields with less than 8,000 feet of runway length and without a compatible arresting gear (defined as any cable/arresting gear on the departure end or in the overrun capable of stopping the aircraft), requires specific approval of the OG/CC. For ANG, approval authority is the air operations officer, OG/CC or higher. For HQ ACC Air Operations Squadron (AOS) missions, the approval authority is the ACC AOS commander.
- Aircraft will not takeoff or land over an approach-end cable reported as slack or loose.

**Add the following 11th bullet:**

- For aircraft without tail hooks, runway and taxiway requirements are contained in **2.1.**

**2.1. (ACC/AFRC/ANG) Airfield Parameters.**

| AIRCRAFT | MINIMUM RUN-WAY LENGTH (excluding overrun) | MINIMUM RUNWAY WIDTH | MINIMUM TAXIWAY WIDTH |
|---|---|---|---|
| **B-1/B-2** | 10,000’ | 148’ | 75’ |
| **B-52** | 10,000’ | 200’ | 175’ |
| **E-3/E-8/TC-18** | 7,000’ | 135’ | 75’ |
| **E-4** | 7,000’ | 148’ | 75’ |
| **A-10A** | 5,000’ | 75’ | 50’ |
| **RQ-1** | 5,000’ | 75’ | 50’ |
| **KC-135** | 7,000’ | 147’ | 75’ |
| **OC/RC/TC/WC-135** | 8,000’ | 147’ | 75’ |
| **C/EC/HC-130** | Comply with AFI 11-2MDS-SpecificV3 | | |
| **U-2** | Comply with AFI 11-2U-2V3, *U-2--Operations Procedures* | | |
| **Waiver Authority:** OG/CC.<br>**For ANG:** The Air Operations Officer, OG/CC or higher. | | | |

2.1.1. (ACC/AFRC/ANG) Policy on the use of the Airfield Suitability and Restrictions Report (ASRR) is as follows:

2.1.1.1. (ACC/AFRC/ANG) ACC and ACC-oversighted aircraft that are specifically mentioned by MDS in the report will follow guidance contained in these documents. E-3, E-4, E-8, and RC/OC/WC-135 will comply with non-aircraft specific restrictions (e.g., "day only"). Waivers to restrictions contained in the ASRR require submission through HQ ACC/DOTV (or appropriate functional office) and approval of HQ ACC/DO. For AFRC units, submit waiver requests through HQ AFRC/DOO for approval by HQ AFRC/DO. Reference paragraph **8.3.1.1.** of this supplement for approval and use of non-DoD/NOAA procedures.

2.1.1.2. (ACC/AFRC/ANG) The ASRR information is available on the worldwide web (www) at the HQ AMC Airfield Suitability Branch home page (http://www.amc.scott.af.mil/do/doa/doas.htm). Units desiring hard copy can download the file and print locally. Since this document is updated on a daily basis, units will verify planning data from the web site before use. Units are cautioned to include any ACC Supplemental Theater Information File (SIFT) data for when reviewing accessed airfield information through the ASRR.

2.1.4. (ACC/AFRC/ANG) ACC-approved computer generated mission planning systems are:

2.1.4.1. (ACC/AFRC/ANG) Air Force Mission Support System (AFMSS) - A/OA-10, B-52, C-130H, F-15A/B/C/D/E, U-2 (through U-2, EC-130E Aircraft/Weapons/Electronic [A/W/E] Mission Planning System).

2.1.4.2. (ACC/AFRC/ANG) Combat Flight Planning Software (CFPS) - EC-130H, RC-135U/V/W and pre-Block 40 F-16C/D.

2.1.4.3. (ACC/AFRC/ANG) Combat Weapons Delivery Software (CWDS).

2.1.4.4. (ACC/AFRC/ANG) Busy Data Transfer Unit Cartridge (DTUC) Version 4.2 B-1B, B-52.

2.1.4.5. (ACC) Flight Planner II - E-4B.

2.1.4.6. (ACC) Takeoff Data and Weight and Balance - B-747/E-4B.

2.1.4.7. (ACC/AFRC/ANG) Mission Data Preparation System (MDPS) - B-1, B-52, F-117.

2.1.4.8. (ACC/AFRC/ANG) Mission Support System II (MSS II) - F-15E, F-16.

2.1.4.9. (ACC/AFRC/ANG) MPlan (airdrop planning).

2.1.4.10. (ACC) Portable Flight Planning System (PFPS) - EC-130H and pre-Block 40 F-16C/D.

2.1.4.11. (ACC) Strategic Mission Data Preparation System (SMDPS) - B-2.

2.1.4.12. (ACC/AFRC/ANG) Thaedra (airdrop software).

2.1.4.13. (ACC) TOP CAP - EC-130H.

2.1.4.14. (ACC) All EC/KC/OC/RC/TC/WC-135 aircraft may use AMC-approved software until AFMSS reaches all field units. ACC KC-135 units will comply with AMC guidelines for AFMSS and associated software packages.

2.1.4.15. (ACC/AFRC/ANG) Combined Mating and Ranging Planning System (CMARPS) and Consolidated Air Mobility Planning System (CAMPS).

2.1.4.16. (ACC/AFRC/ANG) Contact HQ ACC/DOTW-P, DSN 574-5693, to receive current software version numbers and a list of aircraft certified to use the above listed mission and flight planning software.

2.1.5. (ACC/AFRC/ANG) HQ ACC/DOT is the certifying official for all ACC managed and utilized safety-of-flight related mission or flight planning software. Suggestions, improvements, changes, or modifications to centrally managed ACC software should be submitted to the respective technical focal points of contact as outlined in AFI 33-114_ACC SUP 1, *Software Management*.

2.2.3. (ACC/AFRC/ANG) Further guidance is contained in AFI 11-2MDS-SpecificV3 and paragraphs **8.4.3.1.2.** and **8.4.3.1.3.** in this supplement.

2.2.4. (ACC/AFRC/ANG) All flights require flight logs except for active air defense scrambles and operational search and rescue missions. **Reference the 2nd bullet.** The following flight plans are authorized in lieu of the AF Form 70:

- Navigation chart and/or mission flight plan identifying the route of flight from takeoff to landing and containing all the information that would normally be on the AF Form 70.
- C/EC/HC-130 crews may continue to use MAC/AMC or unit navigator forms with HQ ACC/DOT approval.

2.2.4.1. (ACC/AFRC/ANG) ACC/ACC-gained/oversighted aircrews are responsible for ensuring correct data entry and output.

2.3. (ACC/AFRC/ANG) When military weather services are unavailable, pilots may call their home station or use any FAA approved weather system or service, (e.g., DUATS).

2.3.2. (ACC/AFRC/ANG) When requesting a written weather briefing, use DD Form 175-1, **Flight Weather Briefing**; ACC Form 78, **Flight Weather Forecast**; or any ACC-approved weather briefing forms.

2.3.3. (ACC/ANG) The PIC will document the source of the weather information and the time of receipt in either the weather block of the DD Form 175, **Military Flight Plan**, or in the remarks section of the flight plan filed.

2.3.4. (ACC) Aircrews should provide weather units with a post-mission debrief describing weather conditions encountered, accuracy of forecasts, and impact of the weather and weather forecasts on mission effectiveness. Mission debriefs may be conducted in person, electronically, or in writing as defined by in local operating instructions. Local operating instructions will follow guidance contained in ACCI 15-150, *ACC Weather Operations.* Weather debriefs will be directed towards the weather unit that provided the initial weather briefing.

2.4.1. (ACC/AFRC/ANG) Helicopters are exempt from using printed information guides for passengers.

2.5.1.2.3. (ACC/AFRC/ANG) OG/CC or equivalent may authorize the use of electronic recording equipment below 10,000 feet when required for public affairs missions involving civilian media personnel. Restrictions contained in paragraph 2.5.1.6 of the basic instruction apply.

2.5.4. (ACC/AFRC/ANG) Crewmembers and orientation/incentive riders may wear the items listed in the basic paragraph on the flight line and may continue to wear such items, with the exception of earrings, when in the aircraft. Passengers may wear the items listed in the basic paragraph on the flight line and when in the aircraft. PIC will brief crewmembers and passengers on the potential of these items creating a foreign object damage hazard (FOD). The PIC may restrict crewmembers and passengers from wearing any of these items if the PIC believes a FOD hazard exists.

2.5.4.1. (ACC/AFRC/ANG) Crewmembers will secure restricted area badges to the uniform or to their person to prevent possible FOD hazards while preflighting and operating aircraft.

2.6.1. (ACC) Aircraft equipped with an attitude indicator system which has two primary or a primary and standby (or backup) mode will have both modes/systems operational for night and IMC flights. For any instrument that presents both analog and digital information, either presentation is acceptable at the PIC's discretion. In aircraft with tandem cockpits, the flight instruments must be operative in both cockpits during night/IMC flights, when both cockpits are occupied by aircrew performing aircrew duties. Do not accept aircraft from factories, modification centers, or depots unless all flight instruments are installed and operative. **EXCEPTION:** E-3, E-4, and E-8 aircrew will reference aircraft MEL when accepting aircraft. **EXCEPTIONS:** Requirements of paragraph **2.6.1.** are waived for the RQ-1 with the following restrictions: (1) RQ-1 operations must be conducted only in special use airspace, IAW FAAO 7610.4, Section 9, Chapter 12 or when outside FAA jurisdiction, in airspace where specific arrangements have been made with appropriate aviation authorities. (2) RQ-1 operations are restricted to weather conditions at or above a ceiling of 800 feet or 500 feet above the lowest compatible published landing minimum (whichever is greater) and a visibility of 2 miles or 1 mile above the lowest compatible landing minimum (whichever is greater). (AFFSA ACC Waiver Vol 3/99002, expiration 1 Jan 2001.)

2.6.2. (ACC) Requirements of this paragraph waived for the RQ-1 with the following restrictions: (1) RQ-1 operations must be conducted only in special use airspace, under the provisions of an ALTRAV, or in airspace where specific arrangements have been made with air traffic control. (2) Operational commanders will ensure a land line to the appropriate air traffic control facility is in place and available for use during RQ-1 operations. (AFFSA ACC Waiver Vol 3/99005, expiration 1 Jan 2001.)

2.6.5. (ACC/AFRC/ANG) All flights require ground station check of Mode 3 IFF/SIF equipment prior to takeoff. Aircraft equipped with an IFF self-test capability are exempt from the ground station check if the self-test feature indicates normal system operation. However, suspected IFF/SIF equipment malfunc-

tions require, a ground station check. Ground check of the Mode 3 is not required on stopover flights when the IFF/SIF was operational on the previous flight.

2.6.5.1. (ACC/AFRC/ANG) If interrogation facilities or radar facilities do not permit ground station checks, takeoff may be made if the IFF/SIF was operational on the previous mission.

2.6.5.2. (ACC/AFRC/ANG) Single aircraft may take off with IFF/SIF equipment known to be inoperative, provided meeting the following conditions and every effort made to repair the equipment:

2.6.5.2.1. (ACC/AFRC/ANG) Notify the squadron operations officer or designated representative and obtain flight approval.

2.6.5.2.2. (ACC/AFRC/ANG) The flight is in day VMC.

2.6.5.2.3. (ACC/AFRC/ANG) Contact the nearest Flight Service Station or Air Traffic Control facility and advise them that you require flight with an inoperative transponder. They will coordinate with the applicable Air Route Traffic Control Center.

2.6.5.3. (ACC/AFRC/ANG) In flights of two or more aircraft, takeoff may be made if an operational IFF is available for each flight of two aircraft or each element of a formation. IAW paragraph 5.4.2 of the basic instruction, nonstandard formation flight may not be possible with inoperative IFFs.

2.6.6. (ACC/AFRC/ANG) ACC and ACC-gained/oversighted units will perform operational Mode 4 checks before each sortie IAW applicable aircraft technical order (Use of the AN/APM-424 test set is desired).

2.6.6.1. (ACC/AFRC/ANG) Aircrews should solicit inflight Mode 4 checks from any available means during each sortie (e.g., AWACS, GTACS, F-15, ADF F-16). Air and ground C2 units (AWACS and GTACS) will conduct appropriate Mode 4 checks and report system status to interrogated aircraft.

2.6.6.2. (ACC/AFRC/ANG) All operational sorties and missions penetrating an ADIZ require an operable Mode 4 IFF/SIF.

***NOTES:***

1. ANG/AFRC units are not required to key and operate the Mode 4 for flights beginning and ending at times other than normal duty hours.
2. E-4 aircraft and air defense aircraft on alert will comply with Mode 4 procedures outlined in NORAD regulations.
3. OC-135, Open Skies aircraft are exempt from keying the Mode 4 and will not carry classified material when performing Open Skies related training or operational missions.
4. The Mode 4 requirement is waived for the RQ-1 aircraft until the new IFF with Mode 4 is installed.

3.1.1. (ACC/AFRC/ANG) When flight plans for flights conducted within the local flying area or round robin flights are not filed in person at base operations, (e.g., electronic media and fax.) filing procedures/ responsibilities, to include records disposition IAW AFMAN 37-139, *Records Disposition Schedule*, and approval authority/flight plan signature requirements, must be developed and published in the base airfield operations instruction.

3.1.2. (ACC/AFRC/ANG) **Reference first bullet.** Units may overprint the DD Form 175 to tailor this form for local missions.

3.1.2.1. (ACC/AFRC/ANG) Command-Approved Forms. Units may use a locally designed form for local area VFR/IFR flight plans provided:

3.1.2.1.1. (ACC/AFRC/ANG) The form meets the minimum flight plan information requirements for VFR/IFR flights and the flight authorization requirements outlined in AFI 11-401, *Flight Management*.

3.1.2.1.2. (ACC/AFRC/ANG) The base and appropriate Air Route Traffic Control Center have established IFR local stereo type flight plan agreements.

3.1.2.1.3. (ACC/AFRC/ANG) The above procedures have been coordinated with the airfield operations flight commander.

3.1.2.1.4. (ACC/AFRC/ANG) Aircraft conducting air defense activities may use scramble/airborne flight order flight plans. The Air Defense Sector and the concerned flying unit will jointly prepare these flight plans. The sector will file such flight plans with the appropriate Air Route Traffic Control Center.

**NOTE:** Label these forms "Local Flight Clearance - Flight Order" when used to combine local area VFR/IFR stereo flight plans. Approved as a flight order only for local area IFR round robins filed on a DD Form 175. Flights that terminate at an installation not under the operational control of the base of departure will require a separate flight clearance and flight order. Air Defense units may use this clearance for all flights within the local area, between units under the control of the Air Defense Region having operational control of the aircraft, and for other air defense activity that is in the interest of national security.

3.1.4. (ACC/AFRC/ANG) **Add the following 5th bullet:**

- Unless emergency conditions dictate otherwise, when a significant change in the planned flight, or planning factors for the flight occur either before takeoff or enroute, the PIC will ensure the appropriate unit command and control agency is notified. ANG airlift units comply with ANGI 10-207, *ANG Airlift Operations Procedures*.

4.2.1.1. (ACC/AFRC/ANG) The primary flight lead in formation flights will sign the DD Form 175. This signature is authority for the flight to proceed in the event lead aborts. There is no requirement for additional signatures.

4.2.1.2. (ACC/AFRC/ANG) When a formation flight will split up and continue under two separate flight plans, each aircraft commander/element lead will sign a DD Form 175.

4.2.1.3. (ACC/AFRC/ANG) An instructor pilot (IP)/flight examiner on the flight authorization (not the aircraft commander/flight lead) will assume command of the aircraft/flight for as long as required to correct a safety discrepancy or other potentially dangerous condition when the IP/flight examiner observes that proper corrective action is not being taken.

4.2.2. (ACC/AFRC/ANG) Filing by means of phone, radio or computer in lieu of obtaining a PIC signature on a flight plan will only be employed at deployed/remote locations when base operations services are not available. Base operations will not accept an original flight plan via phone, radio or computer, but amendments will be accepted via any communications means prior to departure. Exceptions for local flying squadrons will be annotated in the base airfield operations instruction. **Add the following 10th bullet.**

- The weight and balance of the aircraft are within flight manual limits.

4.3.1. (ACC/AFRC/ANG) C/EC/HC-130, E-3, E-4, E-8, TC-18, EC/KC/OC /RC/TC/ WC-135, HH-60, and T-38 aircrew may file to a "P" field.

4.3.1.1. (ACC/AFRC/ANG) Reference the following bullets:

- **4th bullet.** Aircrews or unit scheduling will coordinate use of the airfield with the airport manager or designated representative prior to departure.
- **5th bullet.** Aircrews or unit scheduling will ensure the Air Force will not incur any unapproved fees for landings, touch and go landings, airfield use, parking or engine start (JASU or GPU). Use military refueling if available. Contract fuel vendor must accept DD Form 1896, **Jet Fuel Identiplate**. Use of noncontract fuel is not authorized.

***NOTES:***

1. OC-135 and HH-60 may use non-contract fuel when military and contract fuel is not available along the route of flight.
2. ANG units comply with ANGI 10-207.

4.6. (ACC/AFRC/ANG) Each OG/CC will ensure aircrews departing on international flights are properly briefed on the applicable requirements of the USAF Foreign Clearance Guide (FCG). Refer to AFI 13-201 for qualifications of a designee to act as foreign clearance briefing officer for aircrews. Authority to request foreign clearances is delegated to commanders of numbered air forces, DRUs, wings, and ACC AOS. IAW FCG, General Information Booklet, Chapter 5, Section II, Foreign Clearance Responsibilities.

4.6.1. (ACC/AFRC/ANG) Helicopter aircraft commanders will review the FCG and brief crewmembers on applicable items before flights outside the CONUS. Comply with customs, immigration, agriculture, immunization and quarantine requirements. Entry into foreign countries by personnel and equipment to conduct SAR missions will be as directed by military agreements, diplomatic agreements, directives of the operational control commander, ICAO standards and the FCG.

5.1.7. (ACC/AFRC/ANG) Aircrews may take cameras and VTRs into a cockpit when available space permits stowing so the camera positively cannot interfere with aircraft controls, aircrew life support equipment, or pose a loose object hazard during aircraft maneuvering or ejection. Use of cameras must be prebriefed within a flight to ensure flight path deconfliction, altitude awareness, and visual lookout responsibilities. Cameras will be prepositioned and securely stowed until required for use. Personal camera usage is prohibited in single seat aircraft. In multi-place aircraft, aircrews may use personal cameras subject to the following constraints:

5.1.7.1. (ACC/AFRC/ANG) The pilot flying the aircraft must be current and qualified. The individual using the camera will not be flying the aircraft.

5.1.7.2. (ACC/AFRC/ANG) If in formation, fly only authorized formation positions.

5.1.7.3. (ACC/AFRC/ANG) In addition to aircrew members, qualified ACC and Air Force Audio Visual Service (AAVS) photographers may perform photographic support duties. Identify qualified ACC and AAVS photographers through the base/unit OIC/NCOIC visual information manager or HQ ACC/SCCV. These photographers will be on flight orders and accorded additional crewmember status as authorized by AFI 11-401, paragraph 1.10.1.3. See ACCI 11-301 (to be revised into AFI 11-301_ACC SUP 1), *Aircrew Life Support (ALS) Program*, for aircrew life support continuation training (ALSCT) requirements.

5.1.7.4. (ACC/AFRC/ANG) Aircrews will not use personal cameras while classified documents are open or classified equipment is being operated.

5.1.8. (ACC/AFRC/ANG) Use of lipstick cameras certified IAW paragraph 2.5.1.6. of the basic instruction is authorized anytime provided they are mounted to the aircraft in a manner that does not interfere with ejection/egress. Since helmet-mounted lipstick cameras may interfere with ejection/egress, their use requires coordination with HQ ACC/DOTV and MAJCOM/DO/XO approval. AFRC units will coordinate with HQ AFRC/DOT for HQ AFRC/DO approval.

5.1.9. (ACC/AFRC/ANG) Use of binoculars in ACC fighter/attack aircraft will be restricted to aircraft engaged in Forward Air Control (Airborne) (FAC (A)), Killer Scout, Visual Reconnaissance, or Combat Search and Rescue (CSAR) missions. The use of binoculars is limited to target identification and threat acquisition functions. Securely stow binoculars until required for use. Use of binoculars must be prebriefed within a flight to insure flight path deconfliction, altitude awareness, and visual lookout responsibilities.

5.2.1. (ACC/AFRC/ANG) Military Authority Assumes Responsibility for Separation of Aircraft (MARSA). FAA Handbook 7610.4 defines MARSA as "a condition whereby the military services involved assumes responsibility for separation between participating military aircraft in the ATC system. It is used only for IFR operations that are specified in Letters of Agreement or other appropriate FAA or military documents." Flying units must ensure pilots are aware of MARSA agreements contained in Letters of Agreement with Air Traffic Control agencies. Pilots cannot arbitrarily declare MARSA. See AFI 13-201 for additional procedures.

5.2.2. (ACC/AFRC/ANG) When additional aircrew personnel are aboard or when an EC/KC-135 boom operator is aboard and not otherwise performing primary crew duties, the IP seat (on aircraft so equipped) should be occupied to assist the crew to see and avoid other aircraft during takeoff, departure, low level, penetration, approaches and landings.

5.4.1.1. (ACC/AFRC/ANG) Issuance of an air traffic control clearance, specifically for nonstandard formation, constitutes approval by ATC for operations in a nonstandard formation. The formation leader shall notify ATC upon initial contact and entering each new sector that flight operations are being conducted in a nonstandard formation. Advise ATC of the separation and spacing being employed.

5.6. (ACC) Requirements of this paragraph are waived for the RQ-1 with the following restrictions: (1) RQ-1 operations must be conducted only in special use airspace, IAW FAAO 7610.4, Section 9, Chapter 12 or when outside FAA jurisdiction, in airspace where specific arrangements have been made with the appropriate authority. (2) Operational commanders will ensure a land line to the appropriate air traffic control facility is in place and available for use during RQ-1 operations. (HQ AFFSA ACC Waiver Vol 3/ 99005, expiration 1 Jan 2001.)

5.8.1. (ACC/AFRC/ANG) The following aircraft are authorized to conduct RNAV enroute operations: A/OA-10, B-1, B-2, B-52, C/EC/HC-130, E-3, E-4, E-8, EC/KC/OC/RC/TC/WC-135, F-15A-E, F-16, and U-2.

5.8.2. (ACC/AFRC/ANG) Fly Airborne Radar Approaches IAW AFI 11-2MDS-SpecificV3 (if applicable), aircraft flight manuals, and locally published procedures.

5.8.3. (ACC) Requirements of paragraphs 5.8.3 through 5.8.3.4 waived for the RQ-1 with the following restriction: RQ-1 enroute navigation using the current LN-100G INS/GPS must be conducted only in spe-

cial use airspace, under the provisions of an ALTRAV, or in airspace where specific arrangements have been made with air traffic control. (HQ AFFSA ACC Waiver Vol 3/99004, expiration 1 Jan 2001.)

5.8.3.1.1. (ACC/AFRC/ANG) Aircrews may use 3A receivers, Miniaturized Airborne Global Positioning System (GPS) receivers, or embedded GPS/INS units as an aid to navigation during enroute instrument navigation, if used solely to update a self-contained navigation system. Confirm the GPS position data by using another independent navigation source (e.g., radar, TACAN, VOR, or navigator) prior to updating the system.

5.8.3.2.1.1. (ACC/AFRC/ANG) Approaches using GPS will be approved and validated by HQ ACC/DOR prior to being flown.

5.8.3.3. (ACC/AFRC/ANG) The KLX-100 is approved for use at all altitudes IAW AFI 11-202V3, paragraph 2.5.1.6. Approval granted by the Aeronautical Systems Center (ASC/ENAE) for operations at all altitudes.

5.8.3.3.1. (ACC/AFRC/ANG) Guidance for the use of PGUs on ACC passenger carrying aircraft (C/EC/HC-130, E-4, KC/C-135) is as follows:

5.8.3.3.1.1. Squadron training functions will develop an appropriate PGU training program.

5.8.3.3.1.2. (ACC/AFRC/ANG) Use a PGU on all missions. If the PGU becomes inoperable prior to takeoff from home station or while in-flight, make every effort to replace/fix the unit. This should not delay mission accomplishment. PGU will be used on local proficiency sorties at aircraft commander discretion.

5.8.3.3.1.3. (ACC/AFRC/ANG) The use of PGUs will not interfere with nor replace the need to perform normal in-flight aircrew duties/procedures.

5.8.3.3.1.4. (ACC/AFRC/ANG) On aircraft with sextant mount antenna, place the antenna in the sextant mount during preflight. If desired, it can remain there for the duration of the mission except when performing celestial procedures or when performing receiver air refueling. Squadron training flight will develop an appropriate training program.

5.8.3.3.1.5. (ACC/AFRC/ANG) The Allied Signal KLX-100 hand held GPS was procured for use on all passenger carrying aircraft until installation of a permanent GPS. OG/CC or squadron commanders will ensure all available pilots and navigators are trained on the KLX-100 usage. OG/CC may authorize training for flight engineers/boom operators. Document completed training on a letter of certification, keep on file at the group/squadron level.

5.8.3.3.1.6. (ACC/AFRC/ANG ) The pilot, copilot, and navigator on the crew should be trained to use the KLX-100. However, only one aircrew member per crew, needs to be trained to operate the KLX-100 system in flight. Only trained crewmembers are authorized to use the GPS in-flight. On missions/aircraft with a navigator, the navigator will be the primary PGU operator. On missions/aircraft without a navigator, an aircrew member not flying the aircraft should be the primary PGU operator.

5.8.3.3.1.7. (ACC/AFRC/ANG) When a certified integrated GPS is installed on the aircraft, disregard requirement to use a PGU. Continued use of PGUs on aircraft with integrated GPS only at OG/CC discretion.

5.8.3.3.1.8. (ACC/AFRC/ANG) Cross-check PGU present position with on-board aircraft systems (SCNS/INS/UNS, radar) and available NAVAIDs (TACAN, VOR) to enhance situational awareness. Route of flight, from takeoff to destination, including standard instrument departure, should be pro-

grammed into the PGU during mission planning. Approaching the destination, program the approach and accompanying missed approach paths into the PGU prior to commencing the approach.

5.8.3.3.1.9. (ACC/AFRC/ANG) During descent, the pilot not flying the aircraft or designated crew member will monitor the PGU until starting the approach. After starting the approach, only the designated crew member (if available) will monitor the PGU information during the approach. In IMC, if a discrepancy exists between the aircraft approach instrumentation and the PGU position, the PGU monitor will inform the aircraft commander. The aircraft commander should consider the validity of all available information and determine if a missed approach is warranted. All PGU altitudes provided should be considered unreliable.

5.8.3.3.1.10. (ACC/AFRC/ANG) Do not use the PGU to update navigation equipment (SCNS/INS/UNS) unless the PGU position is confirmed by another aircraft source (i.e., radar, TACAN, VOR, or navigator).

5.8.3.3.1.11. (ACC/AFRC/ANG) The VHF radio capability on the KLX-100 is not certified IAW basic paragraph 2.5.1.6. Do not use it in lieu of aircraft radios. PGU operators will ensure the KLX-100 communications function disabled, prior to using the KLX-100 on the aircraft.

5.8.3.3.1.12. (ACC/AFRC/ANG) Turn-off power to the KLX-100 prior to any known power surge (switching from external to aircraft power).

5.9.1.4. (ACC/AFRC/ANG) Takeoff will normally commence from the approach end of the runway. Aircraft subject to structural damage when taking off over an arresting gear cable may start takeoff immediately past the approach end arresting gear cable. Recompute takeoff data for each new runway takeoff position. Takeoff distance must meet AFI 11-2MDS-SpecificV3 and flight manual minimum runway length requirements. Other restrictions may apply. See appropriate AFI 11-2MDS-SpecificV3 for further guidance.

5.9.1.4.1. (ACC/AFRC/ANG) Not applicable to helicopters.

5.9.1.4.2. (ACC/AFRC/ANG) E-4B intersection takeoffs authorized IAW flight manual procedures.

5.9.1.4.3. (ACC/AFRC/ANG) Accomplish takeoffs and intersection takeoffs IAW the appropriate AFI 11-2MDS-SpecificV3 and aircraft flight manual.

5.9.1.5. (ACC/AFRC/ANG) Follow appropriate technical order restrictions for deicing prior to takeoff in ice and snow conditions. Do not take off in freezing rain or freezing drizzle.

5.9.1.6. (ACC/AFRC/ANG) Plan to land within the designated touchdown zone of the runway. Aircraft subject to structural damage from landing roll over an arresting gear cable may land immediately past the approach end arresting gear cable (not applicable to RC/OC-135 aircraft). Aircraft will use AFI 11-2MDS-SpecificV3 and flight manual training series guidance when using this option.

5.9.1.6.1. (ACC/AFRC/ANG) ACC/ACC-oversighted aircraft are prohibited from landing over a raised arresting barrier such as a MA-1A. This does not preclude landing over BAK 12/14 or other cables.

5.9.1.6.2. (ACC/AFRC/ANG) Not applicable to helicopters.

5.9.1.6.3. (ACC/AFRC/ANG) Do not fly ACC/ACC-oversighted aircraft into arresting cables for practice or certification. Taxi engagements authorized between 70 and 120 knots.

5.9.3.1. (ACC/AFRC/ANG) ACC/ACC-gained/ACC-oversighted crewmembers will not participate in simulated airfield attacks on ACC/ACC-gained/ACC-oversighted airfields to initiate ground training

exercises. Aircraft overflight is used to enhance the awareness of unit ground personnel of an exercise scenario change and not to provide simulated airfield attack training for aircrew. It applies to all personnel assigned or attached to ACC and to any others while in ACC/ACC-gained/ACC-oversighted aircraft.

5.9.3.1.1. (ACC/AFRC/ANG) Aircrews selected to participate in these overflights will adhere to the following restrictions:

5.9.3.1.1.1. (ACC/AFRC/ANG) Minimum altitude over populated/congested areas is 1,000 feet AGL (500' AGL for helicopters) above the highest obstacle within a horizontal radius of 2,000 feet from the aircraft.

5.9.3.1.1.2. (ACC/AFRC/ANG) Minimum altitude over the runway during the pass is 500 feet AGL.

5.9.3.1.1.3. (ACC/AFRC/ANG) Limit overflight to one pass down the runway. Maximum flight size is two aircraft.

5.9.3.1.1.4. (ACC/AFRC/ANG) Maximum airspeed will be 350 KIAS within the airport traffic area.

5.9.3.1.1.5. (ACC/AFRC/ANG) Overflight will be in level flight.

5.9.3.1.1.6. (ACC/AFRC/ANG) Weather will be at least 1500/3.

5.9.3.1.1.7. (ACC/AFRC/ANG) The requester for the overflight will brief aircrews performing the overflight on any other restrictions.

5.9.3.1.1.8. (ACC/AFRC/ANG) Aircraft will operate on assigned approach control or tower frequency during the overflight and will make a mandatory "30-seconds out" safety call.

5.9.3.1.1.9. (ACC/AFRC/ANG) The radio call "Knock-It-Off" will immediately terminate these events.

5.9.3.1.2. (ACC/AFRC/ANG) Exercise planners will prebrief the base Air Operations Flight (AOF) commander and Air Traffic Control Agencies on all overflights.

5.9.3.1.3. (ACC/AFRC/ANG) All requests for overflight will include the above information plus a unit point of contact for participating aircrews. Both the requesting and participating wing/group commander (if different) will approve these missions.

5.9.3.1.4. (ACC/AFRC/ANG) At civilian bases where ACC, AFRC, or ANG units are tenant/associate units, coordinate approval for overflights and ground training exercises with local host military unit/organization and the airfield manager prior to initiating.

5.9.5.1. (ACC/AFRC/ANG) Night approaches, patterns, and landings will be conducted IAW 11-2 MDS-Specific V3.

5.9.5.2. (ACC/AFRC/ANG) Fixed wing aircraft will comply with the following guidance:

5.9.5.2.1. (Added) (ACC/AFRC/ANG) Fighter/attack type aircraft (including T-38) will not perform night overheads or night VFR traffic patterns unless required for syllabus training.

5.9.5.2.2. (Added) (ACC/AFRC/ANG) When landing at night, fly the approach procedure that affords the safest and most effective means for a pilot to determine both course and glide scope during landing.

5.9.5.2.3. (Added) (ACC/AFRC/ANG) If multiple night landings are required for training, accomplish night touch and go training IAW paragraph **5.15.2.** and its subparagraphs. Conduct night touch and go training at familiar fields designated by the OG/CC in the local procedures chapter of AFI 11-2 MDS-Specific V3. At familiar fields, pilots may fly non-precision approaches or VFR traffic patterns that end in

either a full stop or a touch and go, in order to accomplish required training or evaluations. The visual glide slope indicators (PAPI/VASI/PVASI/T-VASI/APAP/LCVASI/TRI-COLOR visual approach slope indicator/U.S. Navy Optical Landing System) will be used to monitor glide slope position during visual approaches and non-precision approaches. If the ILS glide slope information is available, it will be used as an aid for visual approaches.

5.9.5.3. (Added) (ACC/AFRC/ANG) There are special missions/aircraft that require night approaches and landings at fields without instrument approaches/airfield lighting. When performing specialized mission training or deployed to forward operating bases, the following guidance applies:

5.9.5.3.1. (Added) (ACC/AFRC/ANG) **HC/MC-130.** Follow NVG airland procedures (blacked out landings) in AFI 11-2HC-130V1, *HC-130--Aircrew Training*; and AFI 11-2HC-130V3, *HC-130--Operations Procedures*.

5.9.5.3.2. (Added) (ACC/AFRC/ANG) **HH-60.** Follow the guidance contained in AFI 11-2HH-60V3, *HH-60--Operations Procedures*.

5.9.5.3.3. (Added) (ACC/AFRC/ANG) **RQ-1.** Will conduct night VFR straight-in patterns IAW AFI 11-2RQ-1V1, *RQ-1--Aircrew Training*; and AFI 11-2RQ-1V3, *RQ-1--Operations Procedures*.

5.9.5.3.4. (Added) (ACC/AFRC/ANG) **Forward Operating Bases.** ACC aircraft may be deployed to, or required to operate at, forward operating locations with limited instrument approaches/airfield lighting. At these forward operating locations, OG/CC or AEG/CC will designate the minimum lighting/instrumentation required for safe night operations. Lighting requirements must comply with AFI 111-202V3, paragraph 5.9.5.

5.9.7. (ACC/AFRC/ANG) Landing and Hold Short Operations (LAHSO). USAF pilots are prohibited from accepting LAHSO clearances. USAF controllers are also prohibited from conducting LAHSO procedures.

5.9.7.1. ( Added) (ACC/AFRC/ANG) LAHSO are procedures for expediting traffic flow at civilian and joint-use airports needing additional tools to increase capacity. Previously Simultaneous Operations on Intersecting Runways (SOIR) was used exclusively to describe operations where two aircraft land simultaneously or one aircraft lands while another aircraft departs. LASHO now incorporates SOIR, which has been expanded to include landing hold short of a taxiway, a predetermined point on the runway or an approach/departure flight path. LAHSO is governed by FAA notice 7110.199, effective 15 Apr 99.

5.10.6. (ACC) T-38s are authorized to fly Military Training Routes (MTRs).

5.10.6.1. (ACC) The following rules apply to all Companion Trainer Program (CTP) aircraft. Minimum altitudes are:

5.10.6.1.1. (ACC) 1,000 feet above ground level (AGL) in mountainous terrain.

5.10.6.1.2. (ACC) 500 feet AGL on MTRs in non-mountainous terrain.

5.10.6.2. (ACC) Comply with weather minimums in FLIP.

5.13.1. (ACC/AFRC/ANG) Simulated instrument flight may be flown and logged without the use of vision-restricting devices. Pilots will comply with the guidance in paragraph 5.13.1 of the basic instruction. **Reference the 2nd bullet:**

- For Companion Trainer Program aircraft, the safety observer must be pilot qualified in that particular aircraft.

5.13.3. (ACC/AFRC/ANG) Hooded simulated instrument flight is permitted when the pilot performing simulated instrument flight is occupying the rear seat in aircraft with tandem cockpits. When pilots use a vision-restricting device, the safety observer must be an instrument qualified pilot, landing current in the aircraft, and must have full view of the flight instruments and access to the flight controls. HH-60 aircrew will not use a hood or other artificial vision-restricting device for any phase of flight.

5.14.1. (ACC/AFRC/ANG) Reference the following bullets:

- **2nd bullet.** F-117 aircrews may conduct simulated emergency approaches in night VMC IAW AFI 11-2F-117V3, *F-117—Pilot Operational Procedures*. EP patterns will be limited to a minimum altitude of 300 feet AGL with go-around initiated so as to not descend below 300 feet AGL. Practice night single-engine landings are not authorized. (HQ AFFSA ACC Waiver Vol 3/99008 expires 1 Oct 2002)
- **5th bullet (Added).** Simulated compound emergency procedures are prohibited in Companion Trainer Program aircraft.
- **6th bullet (Added).** Excluding FCFs, do not use the landing gear and flap emergency systems to simulate hydraulic or electrical emergencies unless the simulation has no effect on the normal operations of those systems and does not deplete/exhaust/hamper the intended emergency capability.

5.14.1.1. (ACC/AFRC/ANG) Simulated emergencies are authorized during the period of civil twilight.

5.14.2.1. (ACC/AFRC/ANG) See the applicable AFI 11-2MDS-SpecificV3 for procedures when an instructor pilot or flight examiner does not have immediate access to the aircraft controls.

5.14.2.3. (ACC/AFRC/ANG) Reference the following bullets:

- **1st bullet.** Until technical order guidance is published, 57 WG RQ-1 crews will use the engine-out forced landing procedures and patterns in AFI 11-2RQ-1V3.
- **4th bullet.** Approval to conduct simulated flameout (SFO) approaches at Michael Army Airfield by aircraft from the 388 FW and 419 FW, IAW the letter of agreement dated 1 July 1992. (HQ AFFSA ACC Waiver Vol3/99006 expires 1 Oct 2002)

5.15.2. (ACC/AFRC/ANG) ACC/ACC-gained/ACC-oversighted aircraft may perform touch-and-go landings. See appropriate AFI 11-2MDS-SpecificV3 series for specific restrictions, limitations, and procedures along with the following guidance:

5.15.2.1. (ACC/AFRC/ANG) Touch-and-go landings may be performed in dual controlled fighter/attack aircraft when there is an instructor pilot/fight examiner on board and the sortie is an approved syllabus/requalification training flight.

5.15.2.2. (ACC/AFRC/ANG) Touch-and-go landings may be performed in single seat fighter/attack aircraft on approved Functional Check Flights (FCF) that require touch and go landings when flown by qualified FCF pilots.

5.15.2.3. (ACC/AFRC/ANG) All other pilots may perform touch-and-go landings in all dual controlled aircraft provided an instructor pilot, flight examiner or aircraft commander (approved for touch-and-go landings) occupies one set of the flight controls.

5.15.2.4. (ACC/AFRC/ANG) Companion Trainer Program IPs and pilots may perform touch-and-go landings as stated in flight manuals and AFI 11-2T/AT-38AV1, *T-38 and AT-38 Aircrew Training*.

5.15.2.5. (ACC) RQ-1 pilots may perform touch-and-go landings IAW AFI 11-2RQ-1V1, *RQ-1--Aircrew Training*; and AFI 11-2RQ-1V3.

5.17.1. (ACC/AFRC/ANG) ACC/ACC-gained/ACC-oversighted aircraft may operate in restricted areas and warning areas with reduced lighting; anti-collision, strobe lights, and position lights off (all lights off or in any combination). Refer to AFI 11-214, *Aircrew, Weapons Director, and Terminal Attack Controller Procedures for Air Operations*, for further guidance.

5.17.1.2. (ACC/AFRC/ANG) Allows DoD aircraft to operate without lighted position lights while engaged in drug interdiction operations. (HQ AFFSA ACC Waiver Vol3/93003 expires 30 Sep 2002.)

5.17.1.3. (ACC/AFRC/ANG) FAA Exemption 5305C granted an exemption from the provisions of Section 91.209 of FAR to the extent necessary to conduct counternarcotics training in support of drug law enforcement and drug traffic interdiction in ATCAA. (HQ AFFSA ACC Waiver Vol3/20001 expires 30 Apr 2001.) The following additional restrictions apply:

5.17.1.3.1. (ACC/AFRC/ANG) Coordinate letters of agreement between the USAF and the controlling facility of the affected ATCAAs.

5.17.1.3.2. (ACC/AFRC/ANG) Authorized only to the extent necessary for the training of pilots in counternarcotics activity.

5.17.1.4. (ACC/AFRC/ANG) FAA Exemption 5891A allows two or more helicopters to operate with reduced lighting (position lights or IR off) while conducting NVG training below 200 feet AGL. (HQ AFFSA ACC Waiver Vol 3/94006 expires 30 Apr 2002.) The following restrictions apply:

5.17.1.4.1. (ACC/AFRC/ANG) Define the operating area, e.g., the radius area of a point or location.

5.17.1.4.2. (ACC/AFRC/ANG) Established in an area of low traffic density.

5.17.1.4.3. (ACC/AFRC/ANG) Not within 5 NM of any public use airport.

5.17.1.4.4. (ACC/AFRC/ANG) Must not affect Class D airspace.

5.17.1.4.5. (ACC/AFRC/ANG) Must be coordinated with the appropriate FAA regional Air Traffic Division and Flight Standards Division office.

5.17.1.4.6. (ACC/AFRC/ANG) Units will advertise new approved training areas to operators at all airports within 50 NMs of the area 60 days preceding its initial use.

5.17.1.4.7. (ACC/AFRC/ANG) Aircrews involved in these activities shall receive a briefing on the details of this waiver.

5.17.1.5. (ACC/AFRC/ANG) HH-60Gs operating above 200 feet AGL except in warning/restricted areas will operate with the following lighting configurations:

5.17.1.5.1. (ACC/AFRC/ANG) Visible position lights (non-IR) and at least one strobe light that provides full 360 degree lighting.

5.17.1.5.2. (ACC/AFRC/ANG) For formation flights, the lead aircraft will operate with position lights in dim or IR and formation lights on. Strobe lights usage is optional. The wingman or last aircraft in the formation will operate with position lights in dim or bright, formation lights and at least one strobe light on which is visible for 360 degrees.

5.17.3.1. (ACC/AFRC/ANG) Anti-collision or strobe light usage is optional during ground operations prior to taxi and for End of Runway checks, if the PIC determines it would be in the best interest of safety.

5.17.4.1. (ACC) The requirement for a landing light is waived for the RQ-1 with the following restrictions: (1) RQ-1 unit commanders will ensure compliance with continuation training requirements to practice night, nose-camera low approaches to maintain IR-camera-out approach proficiency IAW AFI 11-2RQ-1V1. (2) RQ-1 crews will ensure the IR-sensor is operative for all missions requiring a night landing IAW AFI 11-2RQ-1V3. (AFFSA ACC Waiver Vol 3/99001 expires 1 Jan 2002.)

5.18.1. (ACC/AFRC/ANG) The minimum altitude for performing aerobatics and Air Combat Training (ACT) is 5,000 feet AGL or as stated in AFI 11-2MDS-SpecificV3, whichever is higher. Aerobatics are authorized below 5,000 feet AGL to the extent necessary to accomplish the low altitude training events authorized in AFI 11-2MDS-SpecificV1.

5.20. (ACC/AFRC/ANG) Any use of tobacco or smokeless tobacco products aboard all ACC/ ACC-gained/ACC-oversighted aircraft is prohibited.

5.23.2. (ACC/AFRC/ANG) In the vicinity of the airport of intended takeoff and/or landing, maintain at least 5 NM separation from heavy rain showers. The OG/CC or designated representative may authorize approaches or departures if thunderstorms are officially observed to be closer than 10 NM from the airport. Thunderstorms must not be producing hazardous conditions at either the airport or in the landing or takeoff corridors being used. Thunderstorms must not be forecast or observed to be moving in directions that threaten either the airport of landing/takeoff corridors.

5.23.3. (ACC/AFRC/ANG) Avoid thunderstorm activity by any means available by at least:

5.23.3.1. (ACC/AFRC/ANG) 20 NM laterally at or above FL 230.

5.23.3.2. (ACC/AFRC/ANG) 10 NM laterally below FL 230.

5.24.3. (ACC/AFRC/ANG) Wings/DRUs, with aircraft having ejection seats, will establish restrictions on their local flying operations when high winds and sea states would be hazardous to an aircrew member if ejection occurred. At the SQ/CC's discretion, guidelines established at the wing/DRU may be exceeded on a case by case basis when operational considerations so dictate.

5.25. (ACC/AFRC/ANG) Operations in Areas of Volcanic Ash Activity. Review all NOTAMS and Air Traffic Control directives for current status of volcanic activity. To the maximum extent possible, avoid flight in areas of known volcanic ash activity by 20 NM unless operational necessity dictates and is higher headquarters approved. See AFH 11-203V1, *Weather for Aircrews*, for additional guidance.

6.2. (ACC/AFRC/ANG) Aircrew life support equipment, training requirements, and policy is IAW ACCI 11-301. Fighter Index of Thermal Stress (FITS) Chart is contained in **Attachment 2 (Added)** of this supplement. Reference the following bullets:

- **1st bullet.** Parachutes will be prepositioned aboard ACC aircraft IAW ACCI 11-301 and employed as follows:
  - Personnel will wear parachutes when directed by the PIC or as directed in operational CONOPS.
  - In B-52 aircraft, personnel occupying ejection seats may unstrap their parachute during high altitude cruise (including nonstandard formation flight) provided the ejection seat pins are installed (trigger ring stowed), seat belts remain fastened, and adverse weather/turbulence is not experienced. Personnel not occupying ejection seats may unstrap their parachute during high altitude cruise (including nonstandard formation flight at altitude). Instructors/evaluators

are exempt from wearing parachutes when performance of their essential duties makes wearing the parachute impractical.

- Occupants of ejection seats in B-1B aircraft may unstrap the torso harness, leg, and arm restraints during high altitude cruise (including nonstandard formation flight) provided the ejection handle lock is in the locked position, ejection mode knob is in the manual position, ejection seat safety pins are installed, seat belt remains fastened, and adverse weather/turbulence is not expected.
- B-2 aircrew may unstrap the torso harness and arm restraints during high altitude (including nonstandard formation flight) provided the handle lock is in the locked position, ejection mode is in the manual position, seat belt remains fastened, and no adverse weather/turbulence expected.
- In all EC/KC/OC/RC/TC/WC-135 aircraft, personnel need not wear parachutes during peacetime air refueling operations. If a parachute requirement exists, the parachutes will be preflighted and prepositioned at the aircrew position with survival kits attached.

- **2nd bullet.** See guidance for the wear of seat belts below:
  - The aircraft commander must ensure each occupant over 2 years old has an approved seat equipped with a safety belt.
  - Seat belts are mandatory:
  - When occupying an ejection seat. This does not apply to B-52 aircrew during stationary ground operations with the seat ejection safety pin(s) installed.
  - For all pilot positions. During takeoffs and landings. When essential duties make the wearing of a seat belt impractical, instructors and evaluators not occupying an ejection seat are exempt from wearing a seat belt at their discretion.
  - When directed by the aircraft commander.
  - Except when under the supervision of a qualified crewmember, passengers will remain seated with their seat belts fastened during air refueling operations. All passengers will be seated with their seat belts fastened during practice emergency separation maneuvers.
  - In helicopters, except when mission requirements dictate the use of another restraint device. At least one pilot will have seat belts and shoulder harness fastened during ground operations when rotors are turning.
  - Passengers and crewmembers will wear a seat belt, while seated during a flight to avoid injury in the event of sudden turbulence.
  - E-3, E-4, E-8 and TC-18 flight engineers are exempt from wearing shoulder harnesses during takeoffs and landings.
- **3rd bullet.** Guidance for the wear of personal equipment, (including helmets, anti-G equipment, flight clothing, and flight gloves) is described below:
  - Minimum flight clothing and aircrew life support equipment requirements will be IAW ACCI 11-301. OG/CCs shall specify additional aircrew flight clothing based on mission requirements in the unit supplement to ACCI 11-301.

- Aircrew members will wear flight clothing IAW ACCI 11-301. Aircrew members authorized to wear the Air Force short/long sleeve light blue blouse or shirt, or civilian clothes while performing aircrew duties in ACC/ACC-gained aircraft are exempt from this paragraph.
- All bomber crewmembers will wear helmets during initial takeoff/climb out, air refueling from the 1/2 mile call through termination of actual refueling operations, low altitude training routes, flight characteristics demonstration, flight below 10,000 feet MSL and any time an armed ejection seat is occupied. Pilots will have a visor down during any operations exceeding 300 KIAS below 10,000 feet MSL. If the visor interferes with the ability to see the instruments or terrain, minimize the time spent with the visor up.
- When aircrew members or incentive/orientation flight participants wear flight helmets, comply with the following guidance:
  - When crewmembers wear helmets, their hair must be loose and unbound, must not extend below the bottom of the collar, and will not be so bulky that the helmet will not fit properly. Wear of the hair under the helmet must leave the overall shape of the head unchanged. (**EXCEPTION**: Female aircrew members will not wear hair in a bun, braids, ponytail, or otherwise bunched up unless the unit aircrew life shop can ensure proper flight helmet fit in accordance with the applicable technical order guidance.)
  - Female aircrew members must not use hard surface hair retention devices such as barrettes, clips, or pins under the helmet.
  - The use of a larger size helmet or removing layers of the thermal plastic liner to accommodate hair bulk to achieve a proper fit is not authorized (N/A for helicopter SPH-4AF helmet shell). In some cases, hair may need to be cut to achieve a proper fit with the helmet, even though hair length is within AFI 36-2903, *Dress and Appearance of Air Force Personnel*, standards.
  - Hair must be worn above the bottom of the collar or contained within the basic confines of the helmet.
  - Hair must not interfere with snug fitting of the nape strap or earcups.
  - Use of the absorbent liner (skull cap) may allow aircrew members with longer hair to attain proper helmet fit given the above criteria.
- Anti-G equipment will be worn IAW ACCI 11-301, AFI 11-214, and AFI 11-2MDS-SpecificV3.

- **5th bullet.** (ACC/AFRC) In addition to the requirements already specified by ACCI 11-301, aircrew members flying will wear the aircrew survival vest configured IAW ACCI 11-301, Attachment 3, on all flights. Bomber aircrew may remove the vest during high altitude cruise when authorized to unstrap the parachute/torso harness IAW this supplement. (**EXCEPTION:** USAF aerial demonstration team, MDS specific aerial demonstration aircrew, and DEPOT transfer flight crews.)
- **5th bullet.** (ANG) Unit OG/CCs will determine when, in addition to the requirements already specified by ACCI 11-301, aircrew members flying will wear the aircrew survival vest configured IAW ACCI 11-301, Attachment 3. Bomber aircrew may remove the vest during high altitude cruise when authorized to unstrap the parachute/torso harness IAW this supplement. (Exception: DEPOT transfer flight crews).

- **6th bullet.** Aircrew and passenger flotation equipment will be prepositioned/worn as specified in ACCI 11-301.
- **7th bullet.** OG/CCs shall determine the policy for pressure suits for flight above FL 500 (specifically establish time, altitude limits, and recovery procedures).

6.3.4.1. (ACC/AFRC/ANG) USAF Flight Surgeons must screen pilots who use NVG or NVG/HUD equipment IAW AFI 48-123, *Medical Examination and Standards*; and AL-SR-1992-0002 (SGST-3).

6.4.2. (ACC/AFRC/ANG) For any scheduled mission where cockpit pressure will exceed 18,000 feet MSL, all aircrew members/occupants will prebreathe 100% oxygen for at least 30 minutes prior to the cabin altitude exceeding 10,000 feet MSL. Any break in this prebreathing cycle will require either starting the cycle again or removal of the affected individual from the flight.

6.4.3.1. (ACC/AFRC/ANG) Passenger oxygen and smoke and fumes protective equipment will be prepositioned/worn as specified in ACCI 11-301. Oxygen requirements for all aircrews is IAW AFI 11-202V3, Table 6.1, and the following restrictions:

6.4.3.1.1. (ACC/AFRC/ANG) Bomber crewmembers will wear oxygen masks from initial takeoff to the initial oxygen check. Additionally, bomber pilots will wear oxygen masks during air refueling from precontact through termination of actual refueling operations and from the final approach fix or turn to visual final through landing or missed approach.

6.4.3.1.2. (ACC/AFRC/ANG) WC/KC135 boom operators performing air refueling duties will have oxygen readily available. A helmet and oxygen mask attached to a walkaround bottle or aircraft oxygen system satisfies this requirement.

6.4.3.1.3. (ACC/AFRC/ANG) In C-130 aircraft, a walk-around bottle per person satisfies the requirement for available oxygen.

6.4.3.1.4. (ACC/AFRC/ANG) In the B-1/B-2/B-52, when readily available oxygen is required, the helmet with oxygen mask attached satisfies this requirement, provided adequate oxygen sources are available.

6.4.3.1.5. (ACC/AFRC/ANG) When readily available oxygen is required, the troop oxygen system with troop masks installed, satisfies this requirement for aircraft so equipped.

7.2.1. (ACC) **Reference 2nd bullet.** For RQ-1, the forecast at the destination must be valid for -1 and +2 hours of the estimated time of arrival (ETA).

7.3.4. (ACC/AFRC/ANG) Grant of Exemption No. 130D. Authorized operations of U-2 aircraft at FL600 and above without regard to the established VFR cruising altitudes (Expires 30 Sep 2001).

7.3.5. (ACC/AFRC/ANG) Grant of Exemption No. 133I. Authorizes en route cell formations with a maximum of six aircraft per cell, and air refueling and orbiting incident there to, by individual aircraft and cell formations at and above 12,000 feet MSL, within approved refueling anchors and along refueling tracks without regard to the established VFR cruising altitudes (Permanent).

7.3.6. (ACC/AFRC/ANG) Grant of Exemption No. 134I. Authorizes nontraining photographic reconnaissance missions that require flying a series of tracks at a constant altitude to be conducted without regard to established VFR cruising altitudes, provided a competent observer, in addition to the pilot, or chase aircraft, accompanies the mission for those periods when the aircraft is not at an established VFR altitude for the direction of flight (expires 30 Sep 01).

8.1.2. (ACC/AFRC/ANG) Flights under VFR radar services to, from, or between training areas, low level routes, and low altitude tactical navigation (LATN) areas fulfills the intent of this paragraph and may be conducted in lieu of IFR.

8.1.2.1. (ACC/AFRC/ANG) Aircrews may fly practice instrument approaches under Visual Flight Rules. However, aircrews are advised flying practice approaches under VFR alleviates the air traffic controllers responsibility for providing the required IFR aircraft separation.

8.3.1. (ACC/AFRC/ANG) For all T-38 night operations, do not file to a destination (other than home field) unless there is an operational straight-in approach with glide path guidance.

8.3.1.1. (ACC/AFRC/ANG) **Reference the 4th bullet.** MAJCOM approval is required prior to using any Non-DoD/NOAA approach or departure procedure (i.e., Jeppesen/Host Nation Procedure). ACC and ACC-gained ANG units OG/CC's submit requests for approval to HQ ACC/DOTV by fax (DSN 574-8648) or email (acc.dotvstrb@langley.af.mil). ACC-oversighted AFRC units submit requests for approval to HQ AFRC/DO. Requests will include the airfield name, approach procedure(s), ICAO identifier, city, country, and required dates for using the procedures. Units should submit requests far enough in advance to allow for at least 2 weeks processing time.

8.3.1.2. (ACC/AFRC/ANG) FLIP high and/or low instrument approach books will be available for the aircraft commander, pilot, navigator, and flight engineer, as applicable, to monitor each instrument approach flown.

8.3.3.1.1.1. (ACC/AFRC/ANG) Fighter/Attack/Cargo/Transport aircraft commanders may file to a destination airport if weather (ceiling and visibility) is forecast to be at or above their pilot weather category minimums or published minimums, whichever is higher. With OG/CC approval, these pilots may file to a destination airport where weather is forecast to be below their lowest approach minimums if two suitable alternate airports are available and designated on the DD Form 175. Both alternates must be at least 45 NM apart, be at least 10 NM from the destination, have an operational and compatible precision approach, and meet or exceed the criteria for alternate airport weather for filing purposes in AFI 11-202V3, paragraph **8.5.**

8.3.3.1.1.2. (ACC/AFRC/ANG) Other ACC/ACC-gained/ACC-oversighted aircraft commanders may file to a destination airport where weather is forecast to be below their lowest approach minimums if two suitable alternate airports are available and designated on the DD Form 175. Both alternates must be at least 45 NM apart, be at least 10 NM from the destination, have an operational and compatible precision approach, and meet or exceed the criteria for alternate airport weather for filing purposes in AFI 11-202V3, paragraph **8.5.**

8.3.3.1.1.3. (ACC/AFRC/ANG) For paragraphs **8.3.3.1.1.1.** and **8.3.3.1.1.2.**, the aircraft will have sufficient fuel to execute an approach and missed approach at the destination airport, proceed to the alternate requiring the greatest fuel expenditure and still meet AFI 11-202V3 or appropriate AFI 11-2MDS-SpecificV3 fuel reserve requirements, whichever is higher.

8.4. (ACC/AFRC/ANG) Designate an alternate airport in the flight plan, regardless of forecast weather, for ACC Air Operations Squadron-controlled aircraft and deploying units when filing to a destination in Alaska, Canada, Greenland, Guam, Hawaii, or Iceland.

8.4.1. (ACC) Requirements of paragraph **8.4.1.** waived for the RQ-1 with the following restrictions: (1) The worst forecast weather (TEMPO or prevailing) must be at or above a ceiling of 800 feet or 500 feet above the lowest compatible published landing minimum (whichever is greater), and a visibility of 2

miles or 1 mile above the lowest compatible published landing minimum (whichever is greater). The weather must be at or above these minimum at takeoff and be forecast to remain so until ETA plus 2 hours. (2) When the weather is below 3000 feet and 3 miles, RQ-1 aircrew will return the aircraft to their operating base with sufficient fuel to hold for a minimum of 2 hours, then penetrate and land with normal recovery fuel. (3) While airborne, if the forecast weather for ETA (-1/+2 hours) drops below the minimum specified in paragraph (1) above, the aircrew will terminate the mission in time to return the aircraft to the operating base before the forecast time of weather deterioration. Additionally, the mission will be terminated in time to return the aircraft to the operating base with sufficient fuel to hold for a minimum of 4 hours, then penetrate and land with normal recovery fuel. (AFFSA ACC Waiver Vol 3/99003 expires 1 Jan 2002.)

8.4.1.1. (ACC/AFRC/ANG) The 85 GP/CC may authorize local flying without designating an alternate for ACC F-15/16 fighter operations being conducted at Keflavik, Iceland (AFFSA ACC Waiver Vol 3/ 20002; expires 1 Apr 2003). Operations must be conducted under the following provisions:

8.4.1.1.1. Observation/forecast must be for at least an 800 feet ceiling (240 m) and 3 miles visibility (4800 m) and forecast to remain so for at least 1 hour after ETA. If a tanker (KC-135/KC-10 airborne under the OPCON of the 85th GP/CC or on 60 minute alert) is not available, fighters will arrive overhead with a reduced alternate fuel to allow at least a 30-minute loiter time.

8.4.1.1.2. If the observed/forecast weather is between 800 feet ceiling (240 m)/3 miles visibility (4800 m) and 500 feet ceiling (150 m)/1 1/2 miles visibility (2400 m), an alternate and full alternate fuel are required. If these same forecast conditions are intermittent or temporary, the reduced alternate fuel is permitted which will allow either a 30 minute loiter or rendezvous with the tanker, whichever is higher.

8.4.1.1.3. A precision approach to an active runway must be available when the observed/forecast weather is less than 800 feet ceiling (240 m)/3 miles visibility (4800 m).

8.4.1.1.4. Takeoffs are prohibited on routine training missions if the terminal area forecast or observation is less than 500 foot ceiling (150 m) or 1.5 miles visibility (2400 m). An intermittent or temporary forecast of less than 500 foot ceiling (150 m) or 1.5 miles visibility (2400 m) requires an alternate and full alternate fuel.

8.4.1.1.5. Fuel requirements are:

**8.4.1.1.5. Fuel Requirements (F-15E/F-15/F-16).**

| WX BELOW | OBS/FCST | TEMPO |
|---|---|---|
| 800’/4800 M (3SM)** | ALT FUEL | 6000# / 5000# / 3500# |
| 500’/2400 M (1.5 SM)** | NO TRAINING | ALT FUEL |
| If the MU is reported at or below 48 on the active runway, or the tanker is not available, fighters will arrive overhead with fuel for a 30 minute loiter or 6000# / 5000# / 3500# whichever is higher unless the weather requires a higher fuel state. | | |
| **Requires FMC Tanker on 30 min. Alert/precision approach available. | | |

8.4.2.1.1 (ACC/AFRC/ANG) If radar is required for the only suitable approach, weather requirements for an alternate are the same as for an alternate without a published approach procedure (paragraph

8.5.1.2). If this is not practical, comply with dual alternate procedures in paragraph **8.3.3.1.1.1.** of this supplement.

8.4.3.1.1. (ACC/AFRC/ANG) Consider an airfield to be a remote or island destination when its location precludes flight to a suitable alternate. The weather forecast for this destination airfield must be equal to or better than the weather requirements for an alternate airfield prescribed in AFI 11-202V3, paragraphs 8.5.1.1 and 8.5.1.2.

8.4.3.1.2. (ACC/AFRC/ANG) For B-1, B-2, B-52, E-3/TC-18, E-4, E-8, E-9, U-2, and all EC/KC/OC/RC/TC/WC-135s. If prevailing weather conditions require an alternate, these aircraft will have fuel on board to hold for 2 hours at the destination fix. If prior to takeoff or while en route to the remote or island destination, it is discovered the forecasted weather will not be above published approach minimums at time of arrival, or after holding, the aircraft will (by the en route decision point) return to the base of departure or the closest base on the return routing. Aircraft commanders will ensure they have sufficient fuel onboard to hold at a remote or island destination, then return to the closest base on the return routing.

8.4.3.1.3. (ACC/AFRC/ANG) For A/OA-10, F-15, F-15E, F-16, F-117, T-38, and HH-60Gs. Compute fuel requirements using a fuel reserve as prescribed in AFI 11-202V3, paragraph **2.2.3.**, from departure to over the destination fix. Include fuel for 30 minutes holding at destination fix, plus fuel for the penetration and landing.

8.5. (ACC) Requirements of this paragraph waived for the RQ-1 with restrictions (see para **8.4.** above). (HQ AFFSA ACC Waiver Vol 3/99003, expiration 1 Jan 2002.)

8.6.3. (ACC/AFRC/ANG) Takeoff Minimums are:

8.6.3.1. (ACC/AFRC/ANG) Fighter/Attack/CTP aircraft must have takeoff weather equal to or greater than the approach and landing minimums specified in the applicable pilot weather category of Table 8.1 (Added) of this supplement. The OG/CC or equivalent is the approval authority when takeoff weather is below the applicable pilot weather category.

8.6.3.2. (ACC/AFRC/ANG) Bomber/BattleManagement/Reconnaissance/Treaty Verification/Tanker aircraft must have takeoff weather of 1600 feet (500 m) RVR. If RVR is 1,000 feet to 1,600 feet (300 m to 500 m), the mission must be higher headquarters directed and takeoff approved by the OG/CC or his designated representative.

8.6.3.2.1. (ACC/AFRC/ANG) For operational National Airborne Operations Center (NAOC) missions, NAOC Team Chief is the approving authority.

8.6.4. (ACC/AFRC/ANG) Bomber/Battle Management/Reconnaissance/Treaty Verification/Tanker aircraft will file a takeoff alternate when departure airfield weather is below published landing minimums for that airfield. A suitable takeoff alternate airfield is one within 30 minutes for single/twin engine aircraft and within 1 hour for three or more engine aircraft at cruising speed. For a takeoff alternate airfield with an operational published precision approach procedure, the weather must be reported and forecast to remain no lower than a ceiling of 600 feet (180 m) and visibility of 2 miles (3.2 km) from takeoff until 1 hour after possible ETA. For a takeoff alternate airfield with an operational published non-precision approach procedure, the weather must be reported and forecast to remain no lower than a ceiling of 800 feet (240 m) and visibility of 2 miles (3.2 km) or ceiling of 500 feet (150 m) above and visibility 1 mile (1.6 km) above the lowest published landing minimum, whichever is higher, from takeoff until 1 hour after possible ETA.

8.8.3. (ACC/AFRC/ANG) Minimum terrain following altitudes and altitudes suitable for flight in IMC for IFR operations on published low level routes will be IAW FLIP and applicable AFI 11-2MDS-SpecificV3.

8.13. (ACC/AFRC/ANG) ACC policy is to manage the exposure of fighter/attack/CTP/RQ-1 pilots with varying capabilities and experience levels according to the risks inherent in low weather approaches. Prior to assigning a lower weather category, the squadron commander, operations officer, or designated representative will evaluate a pilot's instrument proficiency inflight or in an aircrew training device (ATD) capable of providing a graphic display of the approach. This is not a formal flight evaluation as described in AFI 11-202V2, however, certification of pilot weather category will be documented on a Letter of Certification (Letter of X's) IAW AFI 11-202V2.

8.13.1. (ACC/AFRC/ANG) Fighter/Attack/CTP/RQ-1 pilots must have ceiling and visibility minimums for the applicable pilot weather category (see Figure 8.14), or published minimums, whichever is higher, to start an enroute descent or published approach. Bomber/Battle Management/Reconnaissance/Treaty Verification/Tanker aircraft flying approaches using visual requirements only must have visibility of 2400 feet RVR (800 m), or published minimums, whichever is higher, to start a published straight-in, sidestep approach or en route descent.

8.13.1.2 (ACC/AFRC/ANG) Fighter/Attack/CTP/RQ-1 pilots and must have ceiling and visibility minimums for the applicable pilot weather category (see Figure 8.14), or published minimums, whichever is higher, to start a straight-in or sidestep approach.

8.13.1.4. (ACC/AFRC/ANG) For operational NAOC sorties, approach minimums are as published and takeoff RVR is 1000 feet. Approach minimums for training sorties are as published or ceiling 200 feet (60 m) and visibility 2400 feet (800 m), whichever is greater, and takeoff RVR is 1600 feet (500 m). Simulated Category II/IIIA ILS approaches may be flown to 100 feet (30 m) Radio Altimeters. Additional restrictions in applicable AFI 11-2E-4V3, E-4--*Operations Procedures*, apply.

8.13.2. (ACC/AFRC/ANG) Fighter/Attack/CTP/RQ pilots will consider weather below minimums when reported weather is below either the ceiling or visibility of the pilot's weather category or published minimums, whichever is higher

- **2nd bullet.** ACC pilots and pilots in an ACC oversighted aircraft are authorized to continue the approach as outlined in the second bullet of paragraph 8.13.2 of the basic instruction. The PIC will ensure the aircraft has sufficient fuel to go missed approach and land at the alternate airfield with required reserves.

8.13.4.1. (ACC/AFRC/ANG) Fighter/Attack/CTP/RQ-1 pilots will reference the touchdown zone elevation (TDZE) for straight-in approaches and field elevation for circling approaches to determine pilot weather category minimum descent altitude or published minimums, whichever is higher. **EXAMPLE:** TDZE is 26 feet plus 500 feet pilot weather minimum equals 526 feet DH/MDA. Use field elevation if TDZE is unavailable.

8.13.4.2. (ACC/AFRC/ANG) Bomber/Battle Management/Reconnaissance/ Treaty Verification/ Tanker aircraft will use a decision height of 200 feet or published minimums, whichever is higher, on all precision approaches.

***NOTES:***

1. 1 ACCS (E-4) approach minimums for operational NAOC sorties are as published. The NAOC Operations Team Chief may waive takeoff RVR to a minimum of 1000 feet (300 M). If available, both approach and departure end RVR readings will be obtained if takeoff RVR is reported below 1600 feet (500m). Both transmissometers must report at or above 1000 feet (300 M). Approach minimums for transition on all training sorties are as published or ceiling 200 feet (60 m) and visibility 2400 RVR (800 m) whichever is greater. The full-stop landing on training sorties may use visibility only criteria to published minimums or 2400 RVR (800 M), whichever is greater. Minimum takeoff RVR is 1600 (500 m). In all cases, whether operational NAOC or training sortie, if takeoff weather is below minimums for an available approach at the departure airfield, departure alternate requirements in this supplement must be satisfied.
2. Simulated Cat II/IIIa practice approaches flown at Cat I facilities meeting Note 1 training weather criteria, may use decision height of 100 feet (RA) for Cat II and 50 feet (RA) for Cat IIIa landings. 100 feet (RA) will be used for all planned auto go-arounds at Cat I facilities. Simulated Cat II/III practice approaches flown at authorized Cat II/III facilities meeting Note 1 training weather criteria, may use published Cat II/IIIa RA settings for landings and go-arounds. Additional Cat II/III restrictions are stated in the AFI 11-2E-4 volume set and 55WGMAN 11-01 VOL XII.

8.14.1. (ACC/AFRC/ANG) HQ ACC/DOW will approve alternate means to determine RVR on a case-by-case basis.

8.15. F-117 aircraft may fly "VFR on Top."

**8.15. (ACC/AFRC/ANG). Pilot Weather Minimums for Fighter/Attack/CTP/RQ-1 Aircraft.**

| | |
|---|---|
| **Category 1** | **Flying Hour Criteria:** 150 hours primary flight time in assigned aircraft and 1,000 hours total time.<br>**Takeoff:** Published approach minimums for departure base.<br>**Approach Weather Minimums:** As published for the approach. |
| **Category 2** | **Flying Hour Criteria:** 100 hours primary flight time in assigned aircraft, plus either be a flight lead or have 750 hours total time.<br>**Takeoff:** Published approach minimums for departure base or ceiling 300 feet and visibility 1 mile (RVR 5,000 feet), whichever is higher.<br>**Approach Weather Minimums:** Published minimums for approach to be flown or ceiling 300 feet and visibility 1 mile (RVR 5,000 feet), whichever is higher. |
| **Category 3** | **Flying Hour Criteria:** 50 hours primary flight time in assigned aircraft, plus either be MR/MS/MC or have 500 hours total time.<br>**Takeoff:** Published approach minimums for departure base or ceiling 500 feet and visibility 1 1/2 miles, whichever is higher.<br>**Approach Weather Minimums:** Published minimums for approach to be flown or ceiling 500 feet and visibility 1 1/2 miles, whichever is higher. |
| **Category 4** | **Flying Hour Criteria:** Successful completion of a formal instrument evaluation in assigned aircraft.<br>**Takeoff:** Ceiling 700 feet and visibility 2 miles.<br>**Approach Weather Minimums:** Published minimums of the planned approach or ceiling 700 feet and visibility 2 miles, whichever is higher. |
| **Category 5** | **Flying Hour Criteria:** All Initial Qualification Training and Requalification Training students before a formal instrument evaluation.<br>**Takeoff:** Ceiling 1500 feet and visibility 3 miles.<br>**Approach Weather Minimums:** Ceiling 1500 feet and visibility 3 miles. |

**Notes:**

1. This system applies to all ACC, AFRC, and ANG pilots flying Fighter/Attack/CTP/RQ-1 aircraft. Document Pilot weather minimum categories in AFORMS.

2. When calculating total time, do not include student/UPT or other flight time. Hours in assigned MDS aircraft may include all Series or Mission types of a particular Design aircraft (i.e., F-15A/B/C/D/E).

3. Assignment to Category 1 is dependent on the pilot's demonstrated knowledge and performance under operations in Category 2. The pilot's squadron commander will ensure that a current AFORMS product or individual qualification letter is maintained with the pilot's training folder. The product or letter documents those pilots qualified to fly Category 1 weather criteria by the squadron commander. The certifying official will annotate and initial changes to the product or the letter until the updated product is available.

4. Category 2 is the minimum for normal training/support missions. Category 1 may be exercised for overriding mission requirements with approval of the OG/CC or designated representative.

5. If an IP has immediate access to a duplicate set of flight controls, use the IP's pilot weather category. Companion Trainer Program flights without an IP on board will use the front cockpit pilot's weather minimums.

6. For formation approaches, the pilot weather minimums for the pilot with the most restrictive category will apply. Formation landings are prohibited in all cases when the weather is less than 500 feet and 1 1/2 miles unless required to cope with an emergency situation.

7. Conduct night formation landings only to cope with emergency situations. The preferred method of recovery is to drop the wingman off while the leader executes a go-around.

8. Qualified pilots may be placed on air defense alert regardless of the pilot's weather category (applies only to fighters). When existing or forecast weather is below the pilot's weather minimum category, place the pilot on mandatory alert status or change out as required by NORAD Regulation 55-11.

9. If non-current in precision approaches IAW AFI 11-2MDS-SpecificV1, increase the pilot weather minimum by one category. To regain currency, fly a precision approach under simulated instrument conditions IAW paragraph 5.13, or in weather at or above the raised weather category, or IAW Note 5 above.

9.4.3.1. (ACC/AFRC/ANG) No augmented aircrews authorized for ACC fighter or attack aircraft.

9.4.3.2. (ACC/AFRC/ANG) Augmented aircrew for Bomber/Battle Management/Tanker aircraft will consist of the extra qualified crewmembers identified below (if special mission requirements are planned, i.e., air refueling, SOLL II, etc.):

9.4.3.2.1. (ACC) KC/WC-135C. An extra aircraft commander, navigator, and boom operator (2 boom operators for cargo/passenger carrying missions and PACER CRAG modified aircraft).

9.4.3.2.2. (ACC) RC/TC-135. An extra aircraft commander and navigator.

9.4.3.2.3. (ACC/AFRC) E-3/E-4/E-8/EC-130. An extra aircraft commander and navigator and flight engineer.

9.4.3.2.4. (ACC/AFRC) B-52. An extra aircraft commander and navigator (or radar navigator).

9.4.3.2.5. (ACC/AFRC/ANG) EC/C/HC-130. An extra aircraft commander, navigator, flight engineer, and loadmaster (if an additional crewmember can perform scanner duties and additional loadmaster not required).

9.4.3.2.6. (ACC) OC-135. An extra aircraft commander, navigator, and SMT.

9.4.5. (ACC/AFRC/ANG) For any scheduled exercise, ACC aircrew members must review their schedule to ensure compliance with crew rest. For aircraft generation scenarios (Phase I), crew rest is not required for aircrews to accept aircraft if preflight, load, start or taxi duties are not required for aircraft acceptance.

9.4.6. (AFRC) Flight Duty Period includes both military duty and civilian work. It begins when the individual reports for his or her first duty period (military or civilian) and ends at engine shutdown at the end of the mission or series of missions.

9.6.1. (ACC/AFRC/ANG) HQ ACC/DO (ANG: HQ ACC/DO; AFRC: HQ AFRC/DO) is approval authority to reduce crew rest to anything less than 12 hours. See paragraph **9.10.1.** of this supplement.

9.6.1.1. (ANG) The ANG/DO authorizes the crew rest period be reduced to 10 hours for home station continuation training sorties and other related duties, provided the crew member obtains 8 hours of uninterrupted rest. All other sorties/missions require 12 hours of crew rest ANG/DO delegates the waiver authority for reduced crew rest related to local flying training to the wing commanders. Crew rest related to duties not to include flying may be waived by the OG/CC. Commanders must exhaust all viable scheduling options before utilizing this waiver authority.

9.6.2. (ACC/AFRC/ANG) Aircrew members should be afforded a minimum of 24 hours crew rest following three consecutive flight duty periods of 16 hours or more with minimum crew rest between flights.

9.6.3. (ACC/AFRC/ANG) Allow crewmembers returning to their home base from lengthy flying TDYs sufficient time to recover from the cumulative effects of the mission and tend to personal needs.

9.6.4. (ACC/ANG) Aircrew member will not fly their first day back from leave or other downtime period lasting 2 weeks or more. Units may dictate a shorter period based on individual experience and proficiency. Individuals must be given time to recover and allow themselves the opportunity to mission plan before flying again. Squadron commanders will determine the length of compensatory time off, not to exceed 3 days.

9.6.5. (ACC/AFRC/ANG) Commanders will provide individuals 4 days compensatory time off IAW with Special Pass Regulations (SPR) for deployments lasting 6 weeks or longer. In addition to compensatory time off, members are afforded the opportunity for an additional 3 days post deployment recovery and reconstitution. During this period, members will be given appropriate time to tend to personnel and professional matters. Leave is required if the member leaves the local area. For deployments 12 weeks or longer, members will receive 4 days compensatory time off IAW SPR, plus 10 days for recovery and reconstitution. Again, members desiring to leave the local area during the 10 day recovery and reconstitution period must take leave. Members not departing the local area will not be charged leave during the recovery and reconstitution period.

9.7. (ACC/AFRC/ANG) The maximum flying time for aircrew members of Fighter/Attack/CTP will be 75 hours per 30 consecutive days and 200 hours per 90 consecutive days.

9.8.1. (ACC/ANG) Fighter/Attack/U-2 aircrew are limited to a maximum flight duty period of 10 hours when night operations are conducted. For the purpose of this restriction, night operations do not include civil twilight. (**EXCEPTION:** This restriction does not apply to alert crews, single seat U-2 pilots flying O-1/O-9 operational missions, or pilots and WSOs operating aircraft under the control of ACC AOS.)

9.8.2. (ACC) For U-2 operational reconnaissance missions, reference AFI 11-220 (S), *Reconnaissance Flight Rules and Procedures* (U), for waiver authority of crew rest and crew duty limits.

9.8.3. (ACC/ANG) Transition duty day for multi-pilot Bomber/Battle Management/Treaty Verification/Tanker aircraft is a period of 12 hours that starts and runs concurrently with the maximum flight duty periods. Within the transition duty day, pilots may practice takeoffs, emergency procedures, low approaches, or touch and go landings. For instructor pilot supervised sorties, the unit OG/CC can approve an aircraft commander's initiated request to extend the transition duty day to 16 hours.

9.8.3. (AFRC) For local training missions in multi pilot aircraft (including transition, air refueling, tactical, formation and low level missions), flight duty periods for AFRC crew members are authorized up to 16 hours provided no more than 12 consecutive hours are devoted to actual flying duties. AFRC Operations Group Commanders or equivalent may further limit training duty time.

9.8.3.1. (ACC/AFRC/ANG) The transition duty day for single seat U-2 pilots is 10 hours; 6 hours when wearing a pressure suit. For pilots flying two-seat models of the U-2, the non-pressure suit transition duty day is 12 hours when both seats are occupied by U-2ST qualified pilots.

9.8.4. (ACC/AFRC/ANG) Extend transition duty day to 16 hours for:

9.8.4.1. (ACC/AFRC/ANG) Flight evaluations conducted in B-1, B-2, B-52, E-4, and EC/KC/OC/RC/TC/WC-135 aircraft.

9.8.4.2. (ACC/AFRC/ANG) Training sorties conducted by FTU and CFIC.

9.8.5. (ACC/AFRC/ANG) Fighter pilots/WSOs are limited to two sorties per duty day if either sortie is at night; otherwise, they are limited to three daytime sorties per day. During operational readiness inspections/unit operational evaluations, fighter aircrews may fly four sorties per duty day if all are in the daytime; three sorties if any are flown at night. Aircrews deploying/redeploying on active air defense missions, or participating in NORAD or Air Forces Iceland exercises, while limited to three sorties, do not have the day/night combination limit.

9.8.6. (ACC/AFRC/ANG) Helicopter exercise participation (including deployment). Flight duty period is 14 hours for the HH-60 if completing the tactical, remote, or basic aircrew proficiency within the first 12 hours and an operative AFCS is available. The last 2 hours may be used to complete the nontactical delivery of cargo/personnel, aircraft, and crew to the destination base. For the purposes of this paragraph, NVG flight at or above 500 feet AGL, NVG terminal operations, and NVG Air Refueling are not considered tactical maneuvers. However, do not perform low level ops, tactical approaches, and Alternate Insertion/Extraction (AIE) maneuvers during the last 2 hours of a 14 hour exercise flight duty period.

9.8.6.1. (ACC/AFRC/ANG) For active SAR and Operational Support missions already in progress, the PIC may extend their crew duty day up to 2 hours. On operational support missions that have been extended, do not perform low level operations, tactical approaches or AIE maneuvers during the extension.

9.9.3.5. (ACC/AFRC/ANG) Crewmembers will not perform flying duties (using planned takeoff time) within 12 hours after actual exposure to noxious gases used in (gas) mask confidence training.

9.9.3.6. (ACC/AFRC/ANG) When an aircrew member's ability to perform flying duties safely or effectively has become questionable, or when involved in an aircraft mishap, the aircrew member's commander must immediately restrict the individual from being placed on any flying schedule. Member may return to flying once the commander lifts the imposed restriction.

9.10.1. (ACC/AFRC/ANG) Basic aircrew maximum flight duty periods may be extended up to 2 hours by wing commanders. For extensions greater than 2 hours, the waiver authority is the HQ ACC/DO (ANG: HQ ACC/DOG; AFRC: HQ AFRC/DO). The HQ ACC/DO (ANG: HQ ACC/DO; AFRC: HQ AFRC/DO) is the approval authority for any extension to the augmented aircrew maximum flight duty period. Although not currently listed in AFI 11-202V3, table 9.1, the basic RQ-1 maximum flight duty period is 12 hours. The following exceptions apply:

9.10.1.1. (ACC/AFRC/ANG) For ACC AOS controlled PDM, FMS and Non-Unit move missions, the ACC AOS/CC may extend crew duty day by up to 2 hours.

9.10.1.2. (ACC/AFRC/ANG) ACC active duty advisors attached to ACC oversighted units will comply with ACC guidance.

9.10.1.3 (ACC/AFRC/ANG) Aircrews will follow the guidance and seek waiver through other MAJCOMS while under their operational control.

Add the following ***References*** to Attachment 1:

ANGI 10-207, *ANG Airlift Operations Procedures*

AFI 11-220 (S), *Reconnaissance Flight Rules and Procedures* (U)

AFI 11-2E-4V3, *E-4--Operations Procedures*

AFI 11-2F-117V3, *F-117--Pilot Operational Procedures*

AFI 11-2RQ-1V3, *RQ-1--Operations Procedures*

AFI 11-2T/AT-38AV1, *T-38 and AT-38 Aircrew Training*

AFI 11-2U-2V3, *U-2--Operations Procedures*

ACCI 11-301, *Aircrew Life Support (ALS) Program* (to be revised into AFI 11-301/ACC SUP 1)

AFI 11-401, *Flight Management*

ACCI 15-150, *ACC Weather Operations*

AFI 33-114/ACC SUP 1, *Software Management*

AFI 36-2903, *Dress and Appearance of Air Force Personnel*

AFMAN 37-139, *Records Disposition Schedule*

**Attachment 2 (Added)**

## FIGHTER INDEX OF THERMAL STRESS (FITS) CHART

### A2.1. Fighter Index of Thermal Stress in $^{o}$F (Clear Sky to Light Overcast):

**A2.1.1. General.** Use the FITS chart as a guide only. The chart must not be the sole determining factor in flying or canceling sorties. Rather, the decision must remain with the commander based on the advice of the flight surgeon.

**A2.1.2. Instructions.** Enter with local dry bulb temperature and dew point temperature; at intersection read FITS value and zone. The X denotes combinations above saturation temperature. This table is not to be used when full chemical defense, immersion, or arctic flight equipment is worn.

**A2.1.2. Dew Point Temperature ($^{o}$F).**

| **Dry Bulb Temp ($^{o}$F)** | **ZONE** | **≤30** | **40** | **50** | **60** | **70** | **80** | **90** | **100** | **≥110** |
|---|---|---|---|---|---|---|---|---|---|---|
| 70 | | 70 | 73 | 76 | 81 | 86 | X | X | X | X |
| 75 | | 74 | 77 | 80 | 84 | 89 | X | X | X | X |
| 80 | NORMAL | 77 | 80 | 83 | 87 | 92 | 98 | X | X | X |
| 85 | | 81 | 83 | 86 | 90 | 95 | 101 | X | X | X |
| 90 | | 84 | 87 | 90 | 93 | 98 | 104 | 110 | X | X |
| 95 | | 88 | 90 | 93 | 96 | 101 | 108 | 112 | X | X |
| 100 | | 91 | 93 | 96 | 99 | 104 | 109 | 115 | 122 | X |
| 105 | CAUTION [1] | 94 | 96 | 99 | 102 | 107 | 112 | 118 | 124 | X |
| 110 | | 97 | 99 | 102 | 105 | 109 | 114 | 120 | 126 | 133 |
| 115 | DANGER [2] | 100 | 102 | 105 | 109 | 112 | 117 | 123 | 129 | 136 |
| 120 | | 104 | 105 | 108 | 111 | 115 | 120 | 125 | 131 | 138 |
| | | | | | | | CANCELLATION [3] | | | |

**A2.1.3. Zone Explanation and Comments:**

A2.1.3.1. **[1]Caution Zone:**

A2.1.3.1.1. Be aware of possible impairment due to heat stress.

A2.1.3.1.2. Limit ground period (preflight and ground standby) to 90 min. or less.

A2.1.3.1.3. Minimum of 30 consecutive minutes of inactivity in an air-conditioned environment between flights.

A2.1.3.2. **[2]Danger Zone:**

A2.1.3.2.1. Cancel low-level flights (below 3,000 ft AGL) if air conditioning is inadequate.

A2.1.3.2.2. Limit Ground period to a maximum of 45 min.

A2.1.3.2.3. Minimum of 30 consecutive minutes of inactivity in an air-conditioned environment between flights.

A2.1.3.3. **[3]Cancellation Zone:**

A2.1.3.3.1. When value is greater than 115, cancel all nonessential flights.

A2.1.3.3.2. Cancel all CD training flights.

***NOTES:***

1. "Ground period" time starts when pilots leave the air conditioned facility and ends with canopy down and environmental systems functioning correctly. In the aircraft with the environmental system functioning correctly is considered an air-conditioned facility.
2. Ground period time, under caution zone and danger zone, for all blocks of A-10/F-15/F-16/F-117 does not include time spent on the ground with canopy down and environmental systems functioning correctly. If environmental system is functioning correctly, restrictions to low level flights and recovery time between flights does not apply to A-10/F-15/F-16/F-117 aircrews.

**A2.1.4. Comments:**

A2.1.4.1. This chart applies only to lightweight flight clothing to include COMBAT EDGE equipment and Chemical Defense (CD) training gear. CD training in the caution and danger zones should be limited to wearing of flight helmet, CD mask, filter pack/blower, and Nomex flight gloves. Every effort should be taken to limit direct exposure to high temperatures by keeping the aircraft sheltered for as long as possible and cooling the cockpit as much and soon as possible. Observe the following general hot-weather precautions:

A2.1.4.1.1. Allow time for acclimatization to hot weather; avoid extreme efforts on the first several days of exposure.

A2.1.4.1.2. Try to drink more water than thirst dictates; water intake is vital to sweat secretion, the body’s main defense against heat.

## Attachment 3 (Added)

## INTERIM CHANGE 00-01 TO AFI 11-202V3_ACC SUP 1

IC 00-01 to AFI 11-202V3-ACC SUP 1, *General Flight Rules*

171638Z JULY 2000

***SUMMARY OF REVISIONS***

IC 00-01 replaces paragraphs **5.9.5.1.** through 5.9.5.5 with new guidance for night operations. HQ ACC/DO office symbols were updated to reflect office symbols currently in use. A bar (|) indicates revision from the pervious edition.

5.9.5.1. (Added) (ACC/AFRC/ANG) Night approaches, patterns, and landings will be conducted IAW 11-2MDS-Specific V3.

5.9.5.2. (Added) (ACC/AFRC/ANG) Fixed wing aircraft will comply with the following guidance:

5.9.5.2.1. (Added) (ACC/AFRC/ANG) Fighter/attack type aircraft (including T-38) will not perform night overheads or night VFR traffic patterns unless required for syllabus training.

5.9.5.2.2. (Added) (ACC/AFRC/ANG) When landing at night, fly the approach procedure that affords the safest and most effective means for a pilot to determine both course and glide slope during landing.

5.9.5.2.3. (Added) (ACC/AFRC/ANG) If multiple night landings are required for training, accomplish night touch and go training IAW paragraph **5.15.2.** and its subparagraphs. Conduct night touch and go training at familiar fields designated by the OG/CC in the local procedures chapter of AFI 11-2MDS-Specific V3. At familiar airfields, pilots may fly non-precision approaches or VFR traffic patterns that end in either a full stop or a touch and go, in order to accomplish required training or evaluations. The visual glide slope indicators (PAPI/VASI/PVASI/T-VASI/APAP/LCVASI/TRI-COLOR visual approach slope indicator/U.S. Navy Optical Landing System) will be used to monitor glide slope position during visual approaches and non-precision approaches. If the ILS glide slope information is available, it will be used as an aid for visual approaches.

5.9.5.3. (Added) (ACC/AFRC/ANG) There are special missions/ircraft that requiqre night approaches and landings at fields without instrument approaches/airfield lighting. When performing specialized mission training or deployed to forward operating bases, the following guidance applies:

5.9.5.3.1. (Added) (ACC/AFRC/ANG) **HC/MC-130.** Follow NVG airland procedures (blacked out landings) in AFI 11-2HC-130V1, *HC-130--Aircrew Training*; and AFI 11-2HC-130V3, *HC-130--Operations Procedures*.

5.9.5.3.2. (Added) (ACC/AFRC/ANG) **HH-60.** Follow the guidance contained in AFI 11-2HH-60V3, HH-60--*Operations Procedures*.

5.9.5.3.3. (Added) (ACC/AFRC/ANG) **RQ-1.** Will conduct night VFR straight-in patterns IAW AFI 11-2RQ-1V1, *RQ-1--Aircrew Training*; and AFI 11-2RQ-1V3, *RQ-1--Operations Procedures*.

5.9.5.3.4. (Added) (ACC/AFRC/ANG) **Forward Operating Bases.** ACC aircraft may be deployed to, or required to operate at, forward operating locations with limited instrument approaches/airfield lighting. At these forward operating locations, OG/CC or AEG/CC will designate the minimum lighting/instru-

mentation required for safe night operations. Lighting requirements must comply with AFI 11-202V3, paragraph 5.9.5.

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